Vol. 42, No. 3, February 11, 1983. Bethpage, N.Y. 11714

GRUMMAN plane news

Snip! Pl. 66 expansion opens for business -pg. 5

Cut to grow. *The ribbon was cut on January 24, officially opening Plant 66's expansion. Vice President and General Manager of Milledgeville Operations Bill Zarkowsky (L), who's seen the Georgia plant's population grow to over 600 since it opened in 1975, hosted the ceremonies. Doing the honors were: (from L) Representative J. Roy Rowland, Grumman Aerospace President George Skurla, Senator Sam Nunn, Gerogia Governor Joe Frank Harris, Daniel Construction Chairman Charles Cox, Aerospace Facilities Engineering director Tom Cunniffe and Aerospace Executive Vice President John O'Brien.*

Coming soon: building boom in Bethpage -pg. 3

What do you think?

It's always been a risky way to travel — but you still see people on the side of the road with their thumbs out, hoping to catch a ride.

We asked people in Plant 3 how they feel about picking up hitchhikers. What do you think?

Kevin Stackpole

I don't drive. My friends usually give me a lift to and from work. Sometimes they can't so I might ride my bicycle to work. Other times, if my ride falls through, I end up hitchhiking home. A lot of different kinds of people pick me up. Some of them are Grummanites. One time, a guy whom I did a favor for once saw me hitching. He had his son who was driving pull over. They went out of their way to get me home.

Ogeous Lewis

The world has changed a lot. You don't know if the hitchhiker is setting you up for robbery — or worse. During my 22 years in the service, I did a lot of hitching in Europe, but never in the U.S. I must admit that I feel guilty about passing by young kids and elderly people. Once when I was on the night shift, I was driving home at 1 a.m. it was a cold, bitter night. I saw this fellow hitching next to a car with its hood up. Still I didn't pick him up, but it was definitely against my good nature.

Joe Wilson

I'm against hitchhiking. I've been against it ever since my friend gave a girl a ride 20 years ago. She had a knife and stole his money and his car. Now, the only time I pick up hitchers is if I know they work at Grumman.

Eileen Boehm

In bad weather, I feel sorry for people hitching a ride, but I'd never pick them up. Everything you hear and see about hitchhikers is bad. I really feel bad when I see a little old lady struggling with shopping bags. I'd like to stop and offer her a ride home, but she'd probably think I'd kill her or something.

Ted Flynn

Years ago, a hitchhiker killed a driver who happened to be a Catholic priest. Because of that and other stories you see in the papers, I never pick up strangers who are thumbing a ride. It's a very violent world we live in. The only ones I would pick up would be the people who work here at Grumman.

Elizabeth Marse

Oh, I'd never pick up a hitchhiker. I'd be afraid. There are too many stories in the newspapers about people who did pick up a hitchhiker and got into trouble. If I know youngsters, I'll give them a ride.

HMO or all cause?

You can change your '83 health coverage in March

October is when you usually decide on the health coverage that best suits your needs — Grumman/Travelers' health insurance or membership in a Health Maintenance Organization (HMO). Because there were changes in the company's benefit package for 1983, an opportunity to reconsider your decision is scheduled for March.

Effective January 1, 1983, the Grumman/Travelers' plan changed from a "per cause" to an "all cause" deductible of $100 per person.

In proportion to the increased cost the company must pay to provide the improved "all cause" plan, Grumman increased its contributions to those HMOs whose premiums were above the company's per capita insured costs. The result: lower premiums — as much as $3 per week — for those HMO members who must contribute weekly.

Table for deductions

HMO premiums were reduced, effective January 1, 1983. The figures are featured in the table on this page.

This week, Grummanites received an Information Request Card in interoffice mail. If you are interested in changing your present coverage for the remainder of 1983, complete the card and mail it to Benefits, All-28, by February 25. If you do not wish to change your health coverage, throw the card away.

Home delivery

Those who return the request card will receive a health coverage change request form at their homes in early March. All requests must be submitted to Benefits, All-28, by March 11. The health coverage changes will then take effect April 1, 1983.

If you have any questions, please call Ext. (111) 5586.

Weekly payroll deduction for HMOs

HMO	Family	Single	Location
Blue Cross/Blue Shield	$ 1.37	$1.70	New York
HIP	none	none	New York
Kaiser-Geo	$ 4.78	$1.37	Washington D.C.
PRUCARE	$ 2.94	none	Houston, Texas
MAXICARE	$ 12.60	$3.26	California
HEALTH NET	$ 13.21	$3.08	California

Unit values

Investment Plan
Unit values
as of

December 31, 1982

Equity Fund . . . $2.052 (up from $2.033)

Fixed Income Fund . . . . . $3.319 (up from $3.270)

Guaranteed Income Fund . . . . . $1.547 (up from $1.532)

Company Stock Fund . . . . . $47.75 (up from $45.375)

(November unit values are in parentheses)

Note: In reporting the November values last month, two of the funds were incorrect. The Equity Fund was incorrectly reported as $2.003; the Fixed income Fund was incorrectly reported as $3.370.

letters

What happened to the poor little OV in the 1982 in Review article? (December 17 Plane News, page 2)

There are about 200-plus employees down here who like to see notes about the job they have done — especially when they are included with an overall review.

Just to let you know how some of the people on the floor feel.

Bob Fox
Final Assembly - OV
Pl. 77 - Stuart

Don't feel neglected. A Mohawk story will appear in March.

Re: "Heroes' story" (January 14 Plane News, page 2).

As one of the "very few people" who know that blacks flew in World War II, I have to recall the day that our aircraft — a B-24 — was hit over Nurenberg. We had to struggle back through the Alps with two engines inoperative — a result of enemy flak.

The most welcome sight were the two Mustangs that escorted us back to friendly territory in Yugoslavia.

I may be late in saying it — but I have always felt most grateful for the protection the 99th accorded us.

Charles E. Matthews - Pl. 1
(formerly 376th Bomb. Group, 15th Air Force)

Building for a high-tech tomorrow

On some rainy, cold, miserable morning in 1985, a Grumman engineer will get up from his desk and take a walk over to the lab in Plant 14 -- without bothering to put on his jacket. From there he will stroll over to Plant 26 to get some information on his project from a research scientist before heading for a meeting in Plant 31.

Because of the new Technical Center where he spends his days, maybe he won't even get his feet wet.

The Technical Center, now in the early planning stages, will be a 440,000 square foot building. Among the concepts being studied are covered walkways or underground passages to link Plants 14, 26, 31, and 35 — and shorten the lines of communications between many elements of Grumman's technical community.

Here to stay

"Grumman's decision to expand its Bethpage facilities reflects our determination to stay in the forefront of technology, and our confidence that Long Island will continue to provide a good business environment for us," said Grumman Corporation President Joe Gavin.

The Manhattan architectural firm of Emery Roth and Sons is under contract to Grumman to recommend the exact location, parking arrangements, and other details for the Technical Center and for another general-purpose 330,000 square foot office building.

The office building, to be located near the Grumman Corporation Headquarters building, would be used by the Grumman Aerospace Personnel Department and other Aerospace groups, as well as Grumman Data Systems people. It is scheduled for occupancy in July 1984; the Technical Center should be ready in August 1985.

The Emery Roth study will be completed in early March.

At present, Grumman leases space in Syosset, Melville, and Hicksville, as well as many trailers which are used in Bethpage. The new buildings will replace much, though not all, of the leased space.

Summer groundbreaking

Although nothing about the appearance of the buildings has been decided at this early stage, they will probably have four floors -- three above ground level and one below. Construction on the office building will begin later this summer.

1982 earnings reported 'significantly better'

Grumman has reported income from continuing operations of $90.3 million or $6.71 per share for 1982, an increase of $16.3 million or $1.22 per share over the results for 1981.

Despite significant charges from discontinued operations, net income for 1982 was $32.6 million or $2.33 per share, compared to $20.5 million or $1.46 per share in 1981, representing a 59 percent increase.

Sales of $2.057 billion were a record high for Grumman.

The 1982 results include an after-tax loss of approximately $32.4 million or $2.46 per share from the discontinuance of the Dormavac Container and the Flxible Bus operations.

"Earnings in 1982 were significantly better than in 1981, and we expect the trend to continue in 1983," said Grumman Corporation Chairman Jack Bierwirth. "Our aerospace business is healthy and growing, and with the bus problems behind us and our remaining commercial programs looking better, Grumman's future is solid."

A $27 million loss on disposal of Flxible has been recorded in the fourth quarter of 1982.

For that period, income from continuing operations was $25.6 million or $1.89 per share on sales of $539.2 million. For the fourth quarter in 1981, income from continuing operations was $23.9 million, or $1.79 per share on sales of $464.3 million. The discontinuance of Grumman Flxible's bus operations resulted in a net loss for the quarter of $5.6 million or 47 cents per share, compared to net income of $2.7 million or 18 cents per share in the 1981 fourth quarter.

The improvement in 1982 earnings came from increased sales on various aerospace programs, such as the E-2C Hawkeye for Japan, additional deliveries of A-6E Intruders, and increases on the EF-111A program. Aerospace sales rose approximately $262 million or 17 percent, and operating income increased $10 million or six percent. Other areas of improvement included higher profits from Grumman Data Systems operations and lower interest costs due to lower borrowing and reduced interest rates.

GRUMMAN plane news

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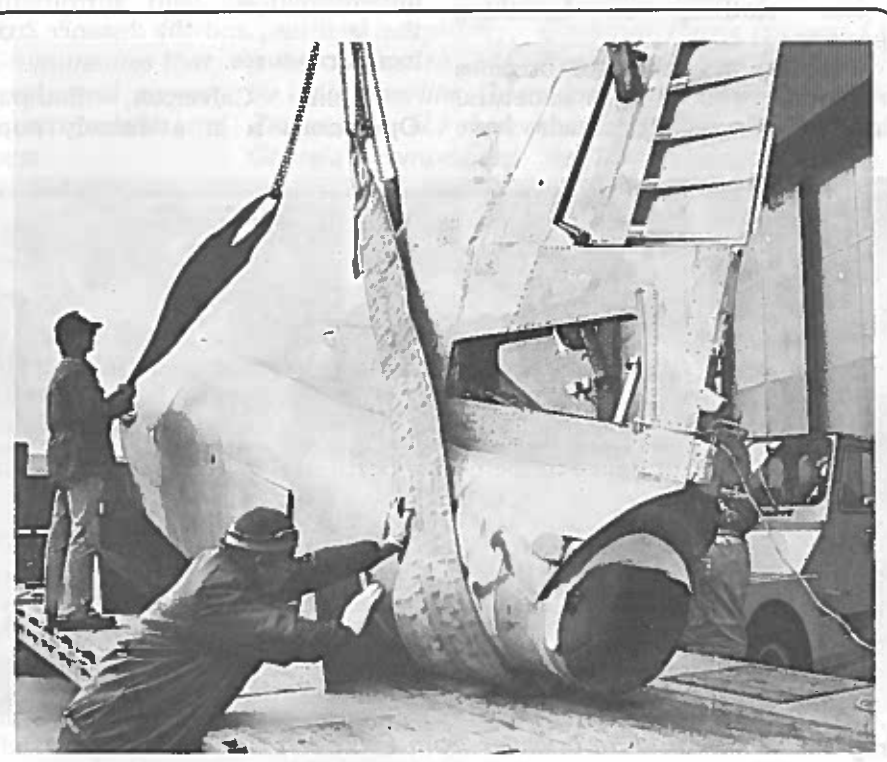


Plane business. *Grummanites unload the first A-4 Skyhawk delivered to Bethpage for the Malaysia program on January 25. The cockpit sections of the trainers will be built in Bethpage and then shipped to Grumman St. Augustine for final assembly. The first trainer will fly in June of 1984. The first refurbished A-4 light attack model will take to the air in April 1984. Grumman St. Augustine took delivery of their first A-4 on January 29.*

Black History lecture set for February 18

If you missed the first two lectures in NAVPRO's Black History Month Series, don't miss the last one.

On February 18, guest speaker at a luncheon at the Milleridge Cottage in Jericho will be Rear Admiral Lawerence Chambers, the vice commander of the Naval Air Systems Command. He will discuss career opportunities for minorities.

Chambers had been the commander of Carrier Group III before taking over his present post. The Naval Academy graduate had earned his wings in 1954 and took the helm as skipper of the U.S.S. Midway in 1975.

Reserve your seats today for the luncheon by calling Paulette Whitaker, Ext. 7585. Tickets are $10.50 each.

Fire brigades spark interest

As surrounding Long Island communities, Grumman Aerospace has its own corps of volunteer firefighters. Over 800 Grummanites belong to the company's fire brigade — and more volunteers are always needed.

Corporate fire brigades are strictly regulated by the Occupational Safety and Health Administration (OSHA). "Our brigades can fight only incipient stage fires," says Senior Lieutenant Ed Rudinsky, fire officer for Plant Protection. OSHA defines an incipient stage fire as one that can be controlled or put out by portable fire extinguishers or small hoses without the need for protective clothing or breathing apparatus.

Rudinsky says that fire brigades are not allowed to fight structural fires, but Grumman brigades have been called upon to extinguish brush fires — especially at Calverton.

Last May, a carelessly tossed cigarette ignited the dry grass south of Plant 6, reports Lt. Frank Malet, Calverton's fire officer. "Company No. 4 from Plant 6 sent out 10 fire brigade members to fight the fire which had spread to an area about 40 x 40 feet," says Malet. "We have over 600 members of the fire brigade here at Calverton."

Big territory

A larger contingent of firefighters is required at Calverton for two reasons: the vast area of underdeveloped land surrounding the facilities, and the distance from local firehouses.

"Unlike Calverton, Bethpage Operations is in a densely populated area," says Rudinsky. "Grumman's Bethpage plants fall into the jurisdication of the Bethpage, Farmingdale and Hicksville fire departments. The response time is very short."

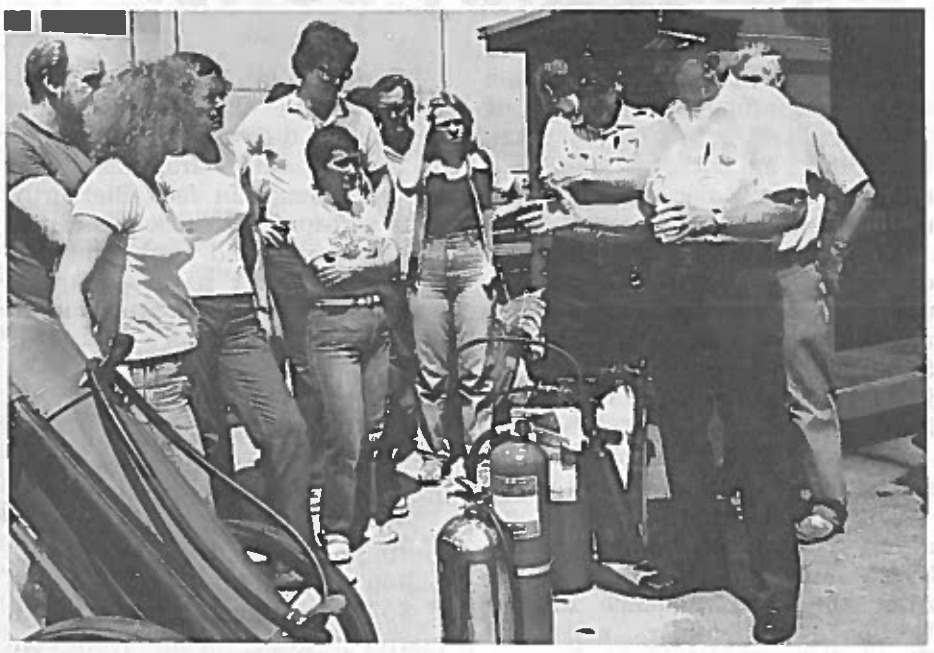
At least once a year, Grumman invites local fire chiefs to inspect the numerous plants at all its Long Island facilities and review firefighting procedures.

Fire brigade members also meet at least one a year for training and drills, states Rudinsky. "Many members of fire brigade are volunteer firefighters in their hometowns," says Rudinsky, "But you do not have to be a volunteer fireman to join the Grumman fire brigade."

If you are interested in becoming a member, contact your plant fire officer, or call Rudinsky, Ext. (111) 3895.

Tow the line. *Grumman fire brigades are always looking for volunteers. Contact your local fire officer or call Ext. (111) 3895.*

In good company. *Fire brigades from Calverton to Stuart, Florida, attend drills to sharpen their firefighting skills, during the warm weather each year.*



Blood program begins '83 donor campaign

Because the Island needs a projected quarter-million pints of blood this year, the 1983 Grumman Blood Program will be calling all Grummanites on Long Island to become donors.

"The first major improvement we're undertaking this year is an update of our records," says Herb Grossman, 1983 chairman for the program. "We'll be mailing new pledge cards to all Grummanites on Long Island on or about the 15th of this month."

When all the pledge cards are returned, the program will have an up-to-date list (the current one is already several years old) of Grummanites who are willing to give blood. With the new list, those who plan the drives can do a more effective job of scheduling donations this year.

Last year Grummanites gave over 6,000 pints of blood. This year Long Island Blood Services, which collects and processes blood for Long Island hospitals, expects that some 700 pints of blood a day will be needed.

Because the need is so great, Grossman asks that all Grummanites should try to donate at least once a year.

Many, he understands, will not be able to give. But he asks that everyone return their completed pledge cards to their administrators regardless of whether they will be able to donate.

Giving thanks to all. *Dr. Johanna Pindyck, vice president and director of the Greater New York Blood Program, presented awards to Grumman for the outstanding blood donor turnout in 1982. Long Island Grummanites gave over 6,000 pints of blood last year. Accepting awards were Mel Rabinowitz (L) and Dennis McRedmond, the chairman and coordinator, respectively, of the 1982 Grumman Blood Program.*

Inaugural address. *Milledgeville Operations Vice President Bill Zarkowsky (R) introduced Georgia Governor Joe Frank Harris at the expansion opening. Harris called the expansion 'important for the entire state.' He recently began his first term.*

Proud of you. *U.S. Senator Sam Nunn told the Grummanites that the United States' naval power today is largely attributable to Grumman products.*

Southern hospitality. *Governor Harris (second L) is introduced to GAC President George Skurla (R) by Milledgeville Operations Vice President Bill Zarkowsky (L) before ceremonies opening the Georgia composites facility expansion began.*

Room to grow: Pl. 66 is ready for anything

MILLEDGEVILLE, Ga., January 24, 1983 - After a week of rain, sleet and snow, a warm Georgia sun appeared just in time for one of the biggest days in the history of Plant 66. Today, a ribbon was cut to officially open the expansion of this eight-year-old composites manufacturing facility.

Vice President-Milledgeville Operations Bill Zarkowsky welcomed guests and outlined the development of the Georgia plant.

"We've been here since 1975," said Zarkowsky. "We've grown from 100 people to over 600 today. And based on current contracts, we expect to have 1,000 onboard by next year. We've looked forward to this day since 1981 when we broke ground for this expansion. I'm proud to have watched Milledgeville's growth. Although I'm a Yankee by birth, after eight years I feel like a native Georgian."

The 130,000 square foot addition brings the size of the high-technology operation to 375,000 square feet.

"Grumman is hummin' and so is Milledgeville," Grumman Aerospace President George Skurla told the crowd of 800. Addressing the Georgia branch of the Grumman family, he said, "I salute you all for the outstanding job you've done. Milledgeville is a very vital part of the total Grumman system."

Sharing the ribbon-cutting honors with Skurla were Georgia Governor Joe Frank Harris, Senator Sam Nunn, Congressman J. Roy Rowland, Charles Cox, chairman of the expansion builder Daniel Construction, GAC Executive Vice President John O'Brien, and Tom Cunniffe, director of Facilities Engineering.

Also on hand were Sr. Vice President-Washington Operations Gordon Ochenrider, Vice President-Manufacturing Frank Messina, and Vice President-Subcontracts and Commercial Programs Tom McGrath.

The Georgia Grummanites manufacture 6,000 different parts — 650,000 pieces annually — for military and commercial aircraft. Plant 66 specializes in fabricating non-metallic composite materials such as boron, graphite and Kevlar, which result in parts lighter, stronger, and stiffer than metallic aircraft structures. Bonded structures using metallic honeycomb are also made here.

Composite and bonded parts are used on the F-14, A-6, EA-6B, E-2C and EF-111 aircraft, as well as on Sikorsky helicopters and Boeing 757 and 767 commercial airliners.

Before the ribbon cutting, Zarkowsky introduced Gov. Harris. The Governor pronounced the occasion a very important one, "not just for this part of Georgia, but for the entire state of Georgia. I want to commend Grumman for the continuing stability of their company which enables them to expand here."

Said Senator Nunn, "Today, the naval power of the United States is largely attributed to so many wonderful products of your company."

Nunn then listed the various Grumman-built aircraft, and one C-1A in particular: the one named "Miss Molly," for Molly Snead — the nurse of the late Congressman Carl Vinson. Vinson served in Congress for over 50 years as Milledgeville's representative and was a staunch supporter of a strong Navy. Vinson died in 1981. "Miss Molly" is permanently assigned to the *U.S.S. Carl Vinson*, the nation's newest aircraft carrier.

"I know how much Carl Vinson would have enjoyed being here today," said Nunn. "I know how much pride he took in the development and growth of this plant."

'Milledgeville is a very vital part of the Grumman system.'

What's for lunch? Food for thought

They may bring their lunches to these lectures, but you won't see any food fights at the FACTS presentations.

What you will see at the Future Applications and Current Technology Series (FACTS) programs are a lot of people grabbing a lot of free food for thought. The Engineering Department has been serving up some great menus at these lunch hour lectures for more than a year — and plans to keep on going.

"It's been very well received," says Bruce Hausser of Engineering Administration who coordinates the FACTS presentations. "We had planned to do it for only a year — but the response was so good that we decided to keep it up."

Open door

You don't even have to be an engineer to attend: all Grummanites are welcomed. The presentations are all held in Plant 25 Conference Room C at 12:15 on the scheduled days: generally, on two Mondays each month, except for summer recess. Topics range from an overview of Grumman aircraft programs to a discussion of Computer Aided Design/Manufacture (CAD/CAM).

Some of the presentations are quite technical, such as the one given last year on the aerodynamics of the Advanced Tactical Fighter. Others are of general interest — such as the one scheduled for this Monday, February 14. Grumman Historian Herman "Schoney" Schonenberg will show some early film footage of Grumman dating back to the 1930s.

Change of pace

Schonenberg's presentation will be a real change of pace for the program, says Hausser, because the basic purpose of FACTS is to help people keep up with advances in the many technical fields applied here at Grumman.

Potential topics aren't hard to find. Some come from the Grummanites who attend these sessions, such as the recent presentations on the computer language "Ada" and on software life-cycle development. Many come from the Grummanites who present technical papers at meetings of professional societies. "We want to pass along to our technical staff the information we give to people outside," Hausser states. Hausser says they've been trying to extend their FACTS information to other Grumman sites by videotaping most of them. (Anyone who would like to get copies for their sites should contact Hausser, Ext. 3493.)

Appetizing ideas. *FACTS presentations are held during lunch in Plant 25 conference room C on slated Mondays. Videotapes of these informative sessions are available.*

calendar

AIAA: Wed., Feb. 16, Antun's Hicksville, 5:30 cocktails; 7:30 meeting. L.I. Section. Guests welcome. S. Miluscheva, Ext. 4279

Aikido Club: (Martial Arts) every Wed., 5 p.m., Recreation bldg. Beginners class. Guests welcome. M. Brooks, Ext. 115-6171/H. Brondo, Ext. 2719

Alcoholics Anonoymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521, Great River meetings: every Wednesday, 4-5 p.m. T. Connolly, Ext. 3521, Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Guard Hdq.; open meeting. Personnel 369-6759, C. Robb, Ext. 117-7038

Amateur Radio Club: every 3rd Wednesday of the month. Plant 5 conference room BD-1, 5 p.m. B. Wengler, Ext. 4187

American Society of Mechanical Engineers: Thurs., Feb. 17, Holiday Inn, Hauppauge, 7 p.m. L.I. Section. Guest speaker will be Larry Mustachio, Computerland of Suffolk. Discussion on how to choose a personel computer. Guests welcome. E. Lee Ext. 9730

American Society for Metals: Wed., Feb. 16, Antun's Restaurant, Hicksville, 5:30 p.m. Topic: The Role of the Engineer in Products Liability Litigation. Guests welcome. J. Ornato, Ext. 7956

Chess Club: Every Fri., Recreation bldg., 5 to 11 p.m. Beginner — Expert guests welcome. K. Marley, Ext. 4910/N. Corso, Ext. 9600

C.B.I. Vets Association: Tues., Feb. 22, Recreation bldg., 5 p.m. Guest speaker will be Irving Mednick, N.Y. State Vice Commander C.B. I.V.A. Guests welcome. W. Pytlowany, Ext. 3926/R. Fong, Ext. 2484

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6, A-6 Action Center conference room. Grumman employees welcome. N. Evangelides, Ext. 117-7242

Computer Club: 1st and 3rd Mondays of every month, Recreation bldg., 5 p.m. Computer discussion and demonstration/ beginner to advanced programming. Guests welcome. J. Hayne, Ext. 4945/ P. Frumkin, Ext. 5134

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. S. Koppell, Ext. 115-3800

Duplicate Bridge Club: every Thursday, Recreation bldg, 6 p.m. Guests welcome, P. Gill, Ext. 115-8414

Equestrian Club: every weeknight, Knoll Farm, Brentwood, 6 p.m. Grumman employees and immediate family only. J. Eisenhower, 115-6211

Fencing Club: every Wed., 4:30-6:30 p.m., Recreation bldg. Free instructions, Guest welcome. J. Hayne, Ext. 4945/P. Chaldaris, Ext. 3486

Folk Dancer's Club: (Calverton) every Thrus., 2nd floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

GACE Flying Club: Mon., Feb. 21, Cosmopolitan at Republic Airport, 5:15 p.m. Regular monthly membership meeting. Guest welcome. R. Reisch, Ext. 4847

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30 p.m., advanced 5:30 to 7:00 p.m. black belt instructors, physical and mental development; guests welcome. T. Ortiz, Ext. 4555

Model Railroad Society: every Wed., 7 p.m., Recreation bldg. Regular meeting. Guest welcome. R. Muntz, Ext 6865

N.Y.S.S.P.E. Suffolk County Chapter: Thurs., Feb. 24, Huntington Town House, Huntington. Citizen of the Year honoring Mr. Lee Koppleman. Feb. 24 to Feb. 27 Engineering Week exhibit at Mid-Island Shopping Center, 10 a.m. to 9 p.m., and 12 to 5 p.m. on Sun., Feb. 27. W. Lipman, Ext. 2506

Roller Hockey Club: every Sunday from now until the end of April, 1 p.m. New members welcome. A. Pritchett, Ext. 132-5081

Roller Skating Club: every Thurs., Levittown Skating Rink, 7:30 to 11 p.m. Lessons 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 2291

Society of Logistics Engineers: Tues., Feb 22, Anton's, Hicksville, 5:30 p.m. Guest speaker will be Julia Denman. Topic: Challenge for Logisticians. Guests welcome. P. DiBenedetto, Ext. 6428

Stamp Club: First three Wed. of every month; 5-6 p.m., Pl. 35 cafeteria; trading sessions and discussions. S. Hoops, Ext. 3926

Table Tennis: every Thurs., Pl. 24, 5 p.m. and every Fri., Recreation bldg., 5 p.m., also every lunchtime. Beginners welcome. B. Fabricant. Ext. 9307.

Tap Dancing Club: every Mon., Recreation bldg., Beginners; 4:30 to 5:30, Intermediate; 5:30-6:30 p.m. Guests welcome. P. Tropea, Ext. 2260

obituaries

STANLEY M. MALINOWITZ of Maint-Rearrangement, Pl. 1, died Jan. 22 at the age of 58. He had been with the company since 1980 and resided at 61 Parkview Circle, Bethpage.

WILLIAM C. CRAFT of Operations Mgt/ Staff, Pl. 5, died Jan. 25 at the age of 61. He had been with the company since 1950 and resided at 1 Locust Lane Huntington.

LAWRENCE LUDEMANN of Pricing and Analysis, Pl. 30, died Jan 27 at the age of 63. He had been with the company since 1969 and resided at 7 Bamboo Lane, Hicksville.

personals

My family and I would like to thank all my friends and co-workers for the expressions of sympathy we received on the recent loss of my father. Carol LaNier and Family

My family and I wish to express our sincere thanks to all our friends at Grumman for their expressions of sympathy during the recent loss of my mother. John Bardenhagen and Family

My family and I wish to express our deepest gratitude and appreciation to all our friends at Grumman for their expression of sympathy during the recent loss of my mother. Edgar McKelvay

The family of Bob Hoeffner wishes to express their deepest gratitude and appreciation for the sympathy offered by all during the recent loss of his mother.

My family and I would like to acknowledge with deep appreciation the kind expression of sympathy offered by fellow employees during the recent loss of our sister. Sam Albanese

My family and I wish to express our appreciation to all our friends at Grumman for their expressions of sympathy during the recent loss of my mother. Arthur Smith and Family

My family and I wish to thank everyone in Central Shipping for their expressions of sympathy and kindness during the recent loss of my mother. Ann Guarrera

My family and I extend our sincere thanks to all of our Grumman friends who offered their sympathy during the recent loss of my father. John A. Allen

My family and I thank you sincerely for your thoughtful kindness during the recent loss of our father. Samuel Knight

scorecard

First one

Think it's too early yet to be thinking about golf? If your name is Vic DiMattia it isn't. He plays every Sunday, as long as it's warm enough to swing and sunny enough to see the ball.

Vic started off the new year perfectly, as he carded the second hole-in-one of his golfing life on January 2 (and the first one of the year to be noted *in Plane News).*

He did it on the fourth hole of the Commack Country Club Course, a 147 yard par 3.

Too bad, though, for his regular golfing partners Joe Gambino, Willy Suppa and Caesar Roscigno. The bar is closed on Sunday morning.

Proof in the pinfall

If winter golf doesn't give you warm feelings, the competition for the 10 spots on the Grumman Varsity Bowling team is boiling hot.

Perhaps it is more accurate to talk about the competition for places two through 10, because Ken Smith Jr. has a solid grip on the top spot after two of the four qualification rounds.

Smith, who spent several years on the PBA tour, sports an average of just under 218 for 12 games. That's a consistent 218, because his top game so far has only been a 255.

Meanwhile, Ed Eng is doing a remarkable job in second after two rounds. He outbowled Smith on the second night. Eng had a 1255 series, which included a 279 game. Still, he's 117 pins behind Smith.

Rounding out the other slots are: Neil Napolitano; Alan Stundis; Dave Evans in fifth; Ken Smith, Sr.; tied for seventh are Ed Hilbert (who jumped from 17th place after the first round) and Joe Wilson; John Ebron is two pins back of that pair and Walt Stehlin is in last position. John Alston and last year's top qualifier and team captain Ed Gabriel are tied for the two alternate spots on the team.

Two-fisted dynasty

Franz Denzler and Gary Lambie became overall Stuart golf champions when they beat John Kelly and Harry Watson recently at the Cypress Links Golf Course. Lambie carded a 99 and Denzler an 87 to win the trophy. This is the second consecutive year that the pair has taken the championship. They've been playing as a team for four years.

Getting a kick out of the game. *Leo Connell, like the rest of his teammates, is making it tough for Grumman's opponents in the Long Island Industrial Indoor Soccer League this season. The Grummanites lead the league with a 6-2 record. You can catch their games at Shep Messing's Soccer World in Syosset, Long Island. Call Recreation, Ext. 2133, for times and dates. The team will play a game against Fairchild on Aerospace Night at the Nassau Coliseum on April 5. The games precedes the Arrows-St. Louis game. Tickets are $4.50.*

Followers of the varsity can catch the final evening of competition this Saturday, February 12, at the Syosset Lanes, beginning at 6 p.m.

Talking tenpin

There were a lot of familiar faces at the Syosset Lanes on Saturday, January 29. Thirty-five Grumman women gathered there for the first three nights of bowling. The goal: to earn a spot on the 1983 Grumman varsity bowling team.

On the first night of play, longtime varsity star Maureen Croes moved to the head of the pack by rolling 185, 192, 178, and 180 for a 735 series. Another varsity mainstay, Arleen Schwemmer, was 22 pins behind after bowling games of 186, 184, 171 and 172.

A newcomer to the top 10 line-up was Ernestine Colter who finished the first four-game series with a 702. Pat Ogilvie with her 696 series kept alive her hopes for a return to the varsity spotlight. She held on to fourth place.

Other Grumman keglers in the top 10 were: Jeanie Razzini, Marie Buttacavoli, Evelyn Gerdon, Kathy Hasselbach, Donna Lamac, and Penny Baldassare.

With two more evenings to play, there are certain to be changes in the final 10 roster. The second evening of roll-offs took place last Saturday (after *Plane News* went to press).

Run for the petunias

If you're looking for competition that requires less of a good follow-through and more of a green thumb, get set for the four Grumman Garden Forum Shows this year. Here is the schedule:

Spring Show — May 10/Plant 30;
Rose Show — June 16/Plant 30;
Summer Show — July 28/Plant 35;
Fall Show — September 15/Plant 35.

There will also be a special, educational demonstration at each of the shows. In addition, the Garden Forum will have an "Exhibition Only" table at every show so you can display your produce and flowers which do not qualify for any of the competitive categories.

Anyone in Calverton who would like to enter these shows should contact Amy Blackwell, the director of the Garden Forum, Ext. 6480, in Bethpage. She will make arrangements for your entries to be brought to Bethpage for the shows.

Watch *Plane News* for more information as the show dates approach. Rules and regulations will be available beforehand at all ESOs.

Still on target

The Varsity Center-fire team and the Varsity .22 team continue to dominate their divisions in the Long Island Industrial Pistol League.

The .22 team turned on the fire power and took their eighth straight win on January 20. It was a close match, but the Old Bethpage Rifle and Pistol Club was 43 points away when the smoke had finally cleared.

Led by Whitey Northridge's 287, Grumman had a 1098 score. The other top shooters in the Grumman victory were Ron Trenkner (279), Gordon Woodruff (267) and Dave Rice (265).

The bullets may be bigger, but you'll find the same high caliber shooters on the Grumman Center-fire squad. They've now won five in a row.

Not one of the Grummanites flinched as they looked down the barrels of the Brentwood Sportsmen's Club and gunned down the Club's hopes with a 1108-1035 victory.

Top shooter among the Grummanites was Tony Scesny, who shot a 288. Not far back was Dave Rice with a 280, Ed Kovacs with a 273 and Northridge, this time posting a 267.

See those Arrows

Recreation has tickets for N.Y. Arrows home games at Nassau Coliseum. You can purchase these tickets, regularly priced at $6, for $4.50 each.

Seats are available for several games in the upcoming months, so call Recreation, Ext. 2133, for information.

PRD loss puts hoopsters in first place tie

Oh, it was a heartbreaker! The Grumman Varsity Basketball team lost a close one to PRD on January 25.

Down by seven points with just three minutes left, the Tomcats staged a spirited but futile rally. They eventually pulled back to as close as one point from PRD. But, when the buzzer sounded, the final score read PRD — 63, Grumman — 60.

The loss moves PRD, the team Grumman coach Russ Goss says is their toughest opponent in the Industrial League, into a first place tie with Grumman.

Tough business

Grumman's record is 8 — 2 in the Industrial League and 7-4 in the Glen Cove League as of the end of January.

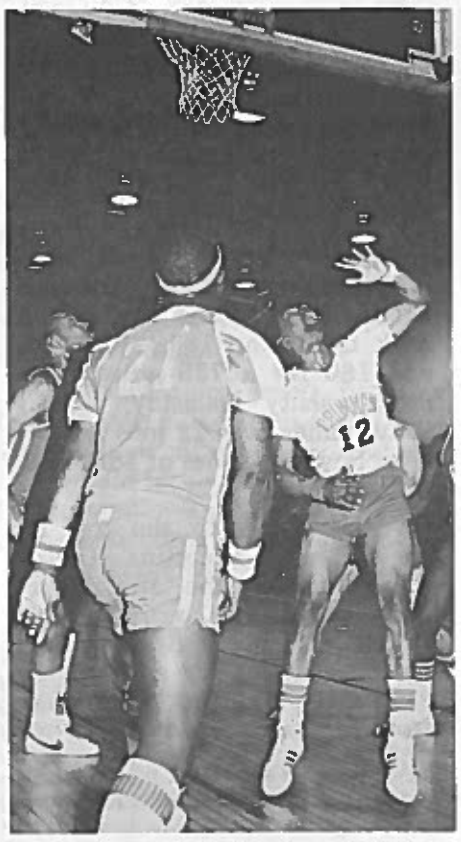
The Tomcats took a tough 94-89 win from a team called "Swarm" in the Glen Cove League after triple overtime. They lost 95-87 in an overtime game to another Glen Cove team, Daniello and Sons.

Competing in two leagues is not easy. Coaches Goss and Ron Knight often have to split the team to play games scheduled for the same night in both leagues.

But, with veterans Columbus Poole, Paul Knoph, Nate Kelly, Jim McKinstry, Rich Washington, Julius Longshore, Terry Mitchell, Larry Tarvin, Haywood Hammond, Jerry Grace and Steve Pabst, bolstered by newcomers Tom Walker, Mike Polan, Mike Kennedy, Randy Bailey and Jake Jacobs, the team is putting together another successful season.

Poole is Grumman's leading scorer, averaging over 24 points per game. Both Polan and Walker are chipping in about 11 points a game.

The team's top rebounder is Jim McKinstry. He's pulling down seven rebounds a game; Walker's average is nearly that many. Poole is grabbing six a game and Nate Kelly, five.



Making a comeback. *Rich Washington goes for two points against PRD. Washington, who has played for some seven years with Grumman, sat out all of last season because of an injury he suffered in 1981. He played college ball at Bethune-Cookman College in Florida.*

Knee deep. *Getting to work was a tough job for Grummanites at Pt. Mugu on January 27. The high tide combined with 20-foot waves flooded the parking lots. One of the waders was Bill Sachau.*

Surf's up at Pt. Mugu

During the last week in January, five Pacific storms lashed the California coastline with strong winds, torrential downpours and 20-foot seas. Malibu beach houses slid into the surf; piers crumbled into the waves.

At Pt. Mugu, Grummanites will especially remember the fourth storm -- on Thursday, January 27.

At the Pacific Missile Test Center, Pt. Mugu Operations is located at an ideal spot -- right down on the beach. You can hear the roar of the waves from the parking lot. Laguna Road links this strip of oceanfront land to the rest of the complex.

On that Thursday, the high tide rolled in at 7:15 in the morning, filling the lagoon between the strip and the complex and swamping Laguna Rd. The Navy closed the road until the tide subsided.

"A few of us had gotten out to the building before they closed the road," reports Bill Sachau, manager of Tech Services. "We had to drive through a foot and a half of running water to get there."

Most of the buildings were surrounded by rushing water. Combined with the high tide, the 20-foot waves wiped away the sand dunes and crashed over the breakwater. "We've had waves come crashing over the breakwater before, but usually the water was absorbed in the sand," says Sachau. "I've never seen anything like this."

Around noon, the tide had moved out and Grummanites came to work after the road was opened for traffic.

"All of us who came in that morning went home that night and hosed down our cars," says Sachau. The next day's downpour also helped clear the salt crust from their autos.

GRUMMAN plane news

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